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January 14, 2022

Tim Cypher, Administrator  
Kasson Township  
PO Box 226  
Lake Leelanau, MI 49653

Re: **Project Statements, Revision 1**  
Tom Krause Self-Storage Project, Parcel 007-019-008-00  
3800 West Empire Highway, Empire, Michigan

Dear Mr. Cypher,

The revised comments/statements are shown in [blue](#).

The following statements are intended to fulfill the requirements for a special use application for the referenced project. The listed section numbers represent the section numbers in the Kasson Township Zoning Ordinance.

- 7.5.A.7. Existing infrastructure within the project vicinity is Traverse Highway (M-72) and overhead electric. The project will have negligible impact on this existing infrastructure. According to the Institute of Transportation Engineers, "Trip Generation Manual, 10<sup>th</sup> Edition," self-storage is one of the lowest traffic generation rates and produces less traffic than typical retail, office, business, and residential uses. Electric use will be minimal. Proposed electric use will be exterior (downward) lighting, and the electric consumption for one unit converted for office use. The project will not increase student count and therefore will not impact school capacity. The project is not located within or near sensitive environmental features such as critical dunes or wetlands, and therefore will have a negligible impact on the natural environment.
- 7.7.A. The project is similar to adjacent storage developments East of the parcel, thereby being harmonious and appropriate in the project vicinity.
- 7.7.B. The project will not emit sounds, fumes, gasses, liquids, or other emissions that would be hazardous or disturbing to existing uses and therefore will not have adverse effects on the market values of surrounding property.

- 7.7.C. The project site is located on an all-season highway that allows access by police, fire, refuse disposal, and other essential services. The project will provide for water and sewage facilities by constructing a well and septic disposal facilities in accordance with the Benzie-Leelanau District Health Department (BLDHD).
- 7.7.D. The project will not produce large traffic volumes and will not require additional traffic facilities. Being constructed of steel framing, siding, and roofing, buildings will not place an undue burden on firefighting facilities.
- 7.7.E. As described in 7.7.B., above, the project will not produce fumes, glare, noise, odors, or dust and therefore will not be detrimental to persons and property in the project vicinity.
- 7.7.F. The project is consistent with the Township Master Plan for its location and use.
- 7.7.G. A review of Google Earth aerial images of the site indicates the site has been in a fallow condition since 1993. In addition, test pits performed on site indicate the topsoil depth is limited to approximately six to 12 inches. Both observations indicate that this site is not prime agricultural land. The site is not located near lakes, rivers, streams, forest, or wetlands, is not a candidate for gravel mining (based on test pit observations), therefore the project will not have an adverse effect on these resources.
- 7.7.H. Because agricultural land use does not occur adjacent to the project site, agricultural drainage systems will not be impacted. Furthermore, the Leelanau County Drain Commissioner has reviewed the project plans and has been to the site to observe onsite soils to confirm that the proposal to discharge storm water runoff from the project into a constructed infiltration basin is a valid approach.
- 7.7.I. The project is proposed to be constructed in one phase so that once complete, the entire site will have vehicular access, utilities installed, and permanent drainage and soil erosion control measures.
- 7.7.J. The project will meet the requirements of the Michigan Department of Transportation (MDOT), the County Building Official, Drain commissioner and Soil Erosion Officer, the BLDHD, and the Cedar Area Fire Department. The project does not require permits from the Michigan Department of Environment, Great Lakes, and Energy, the County Road Commission, or any Soil Conservation Service, and will meet local, State, and Federal statutes, as may be required.
- 8.9.A.1.a. There are no existing historical structures within the project site.
- 8.9.A.1.b. The project is designed to minimize grading so that the buildings fit within the existing terrain as can be feasibly done. The buildings will be placed on the East side of the site, closest to the existing storage building site on the project's

easterly boundary. The westerly portion of the site, adjacent to the “Old Red Barn,” is proposed to be left as open space.


- 8.9.A.1.c. The buildings are designed to be separated so that large volumes of air circulation between them are available. The placement of buildings may create snow drifts, but drifts are expected to remain onsite and not become a nuisance to adjacent property uses. Being of one story, the buildings will not have a detrimental effect on solar exposure and shadows. Due to the site’s distance from wetlands and habitat systems, the project will not affect these resources.
- 8.9.A.1.d. It is proposed to screen the project from residential units North of the site by planting evergreens along the northerly property line within the rear setback of the parcel.
- 8.9.A.1.e. As described in 8.9.A.1.b., above, the project intends to minimize impact to the landscape.
- 8.9.A.1.f. This section does not appear to be applicable to this project.
- 8.9.A.1.g. As described in 7.5.A.7., above, the project will have low traffic generation.
- 8.9.A.1.h. The site is designed to provide two-way traffic between and around buildings, including trucks and firefighting vehicles. Regarding security, it is proposed that a gate be installed over the driveway to limit access. If requested by the fire department, a “Knox box” (key box) will be installed on the gate and project office.
- 8.9.A.2.a. Three parking spaces are proposed to serve the onsite office. No more than one access to West Traverse Highway is allowed by MDOT and is adequate for the intended use. Interior drive widths are designed to allow vehicles with trailers to maneuver around the site. Self-storage developments do not generally generate pedestrian traffic; however, the interior drives are wide enough to safely separate vehicles from pedestrians. The front setback is proposed to be landscaped with a combination of evergreen and deciduous trees to provide screening between the office parking and the highway.
- 8.9.A.2.b. Storm water runoff is designed to flow off the buildings, onto the pavement, then to the northerly and/or southerly ends of the buildings, then East to a storm water infiltration basin. No storm water is designed to pond on the buildings or pavements. Erosion will be mitigated by permanent soil erosion and sedimentation control features such as paved and/or armored spillways between the pavement and infiltration basin. The basin itself is designed to contain the runoff from two, back-to-back, 100-year, 24-hour storm events in accordance with the County Storm Water Ordinance.

- 8.9.A.2.c. Electrical service will be provided by underground lines. Sewage disposal will be provided by a standard, properly sized septic tank and drain field in accordance with BLDHD requirements. All required permits will be obtained.
- 8.9.A.3.a. The buildings are designed to be typical of many rural, self-storage developments: One-story with large length to width ratios to provide access to storage units along the length of the buildings. Large length to width ratio construction is not a historical architectural style but is very common with this type of development and also mimics the buildings used in modern dairy or poultry operations.
- 8.9.A.3.b. The project is consistent with the storage developments East of the site. The “Old Red Barn” site to the West is a more traditional style of architecture; therefore, the project leaves a large open space between it and the “Old Red Barn” site to provide separation.
- 8.9.A.3.c. The buildings proposed for the project are intended to be simple and without much ornamentation. Exterior lighting will be provided by wall mounted fixtures, will be fitted with lenses that only allow down-lighting, that is, light will only leave the fixtures below the horizontal plane, and will be mounted such that direct illumination does not pass the parcel boundaries. [Motion detectors are proposed to be installed on exterior wall lighting. Stand-alone and/or wall-mounted signs are proposed to be illuminated from shielded fixtures dusk to dawn in accordance with paragraph 9.6.H. of the Ordinance.](#)
- 8.9.A.3.d. As described in 8.9.1.b., above, siting of the buildings is designed to minimize impacts to the site topography and views. The site has been designed to maximize visual privacy from adjacent dwelling by placing buildings at the lower elevations of the site and by screening the rear setback with evergreen vegetation. Proposed trash containers will be screened with six-foot tall walls, solid fencing, and/or evergreen vegetation.

These statements should provide the Commission with the information necessary to complete a thorough review of the proposed development. If other information is needed, please contact me at (231) 642-1099 or email me at [rickp@princelund.com](mailto:rickp@princelund.com).

Sincerely,

**Prince-Lund** Engineering, PLC



Richard E. Prince, PE  
Engineering Principal